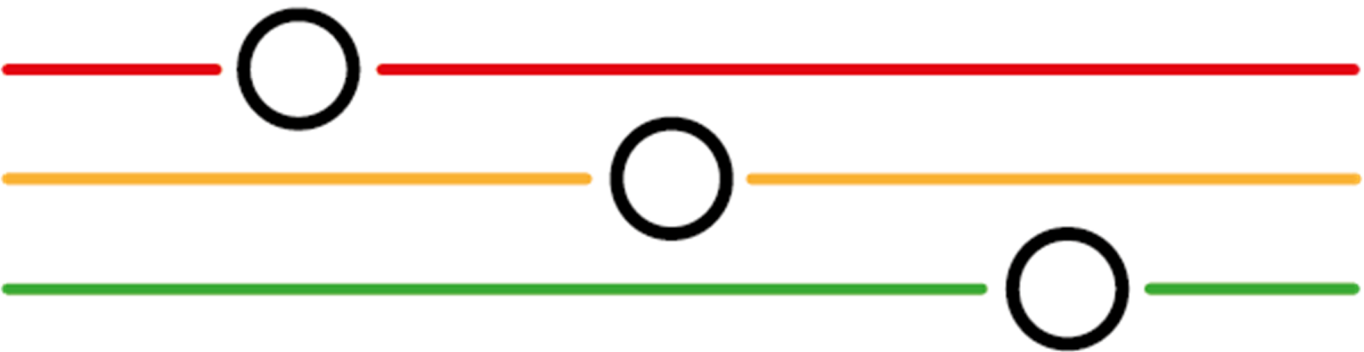




Lion Share Properties Ltd

Proposed Drive-Thru Coffee Shop Redevelopment,
Victoria Retail Park, Victoria Street, Bury

Construction Traffic Management Plan

3704424



JANUARY 2026

Report Details

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1 Introduction

1.1 General

Dynamic Transport Planning Ltd is instructed by Lion Share Properties Ltd to prepare a Construction Traffic Management Plan (CTMP) relating to the approved redevelopment of an existing non-food retail building into a drive-thru restaurant, at Victoria Retail Park, Victoria Street, Bury.

The site was subject to a planning application, submitted to Bury Council (BC) in October 2024, (Application Reference: PP-13473626) for the '*proposed alteration to the external façade of existing building, including partial demolition of unit 2 and external works to accommodate a Drive-Thru Lane*'.

The above application was approved on 28th October 2024, subject to several pre-commencement conditions. Condition 3 states that:

No development shall commence unless and until a 'Construction Traffic Management Plan' (CTMP), has been submitted to and approved by the Local Planning Authority'

Condition 3 also states that:

The approved plan shall be adhered to throughout the demolition and construction periods and the measures shall be retained and facilities used for the intended purpose for the duration of both periods. The areas identified shall not be used for any other purposes other than the turning/parking of vehicles and storage of demolition/construction materials.

Therefore, the purpose of this CTMP is to demonstrate how construction work traffic for the proposed site will be managed during the construction of the approved drive-thru unit and associated works.

Whilst this version of the live document has been prepared by DTP, it is the responsibility of the appointed contractors undertaking the works to ensure that the measures and arrangements illustrated within this CTMP are implemented and/or are updated and maintained during the construction period.

Any subsequent amendments or revised CTMP prepared during the future works by the appointed contractor for the works will be submitted to BC for approval and complied with thereafter.

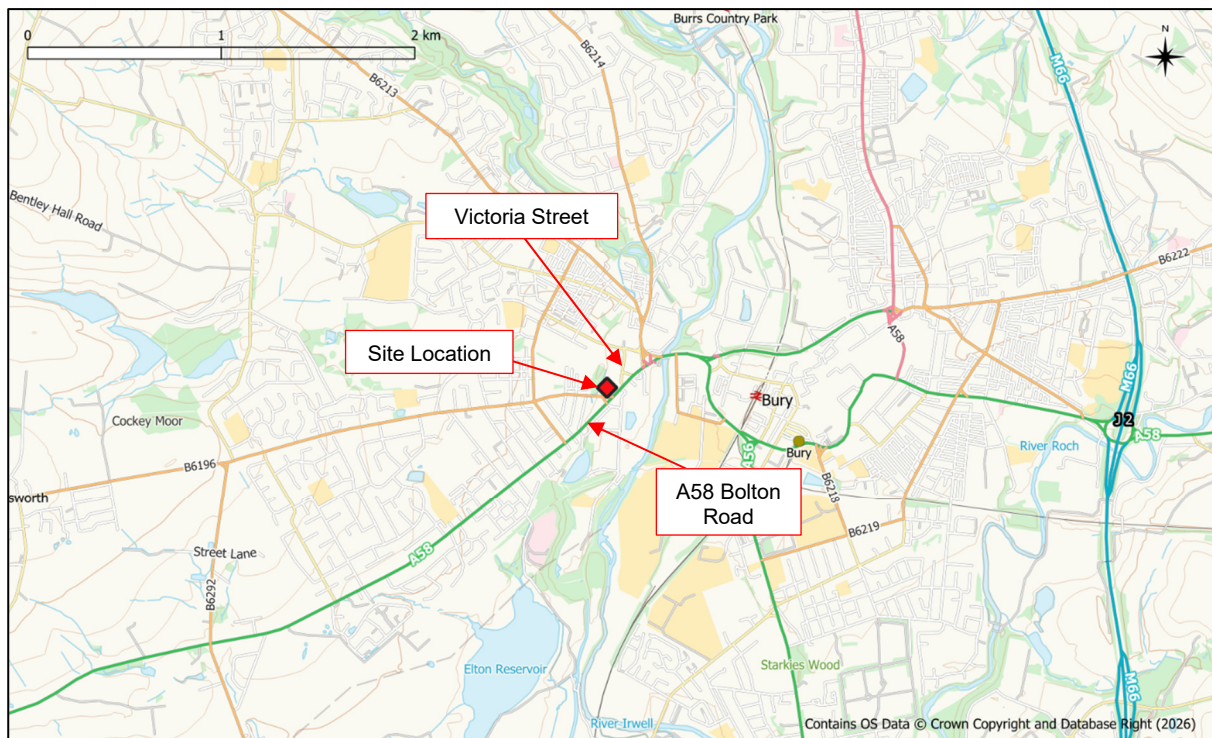
2 Site Location

2.1 General

The application site is currently occupied by an existing retail (Class E) building situated to the south of the Victoria Retail Park, accessed via Victoria Street. The site is located approximately 900m west of Bury Town Centre, 7.5km east of Bolton Town Centre, and 12.5km north-west of Manchester City Centre.

The location of the site can be seen in **Figure 2.1**.

Figure 2.1 – Site Location Plan



The application site situated directly to the west of an existing, operational retail unit, bounded to the north by the wider Victoria Retail Park parking provision. Victoria Street bounds the site to the east and with the B6196 Ainsworth Road to the south.

The wider site currently consists of the redevelopment site, and a food retail unit, supported by 103 parking spaces. Access to all units is provided from Victoria Street via a two-way priority junction, to the north-east of the redevelopment site.

3 Construction Programme of Works

3.1 General

This CTMP relates to the works associated with the approved development of an existing non-food retail building into a drive-thru restaurant, at Victoria Retail Park, Victoria Street, Bury. The approved development is further detailed as part of the approved TA, produced by DTP, submitted as part of the planning application.

Following consultation with the developer, it is understood that the proposed works will take around three months to complete from commencement on-site.

The construction of the redevelopment is expected to commence in early-2026, subject to the discharge of related planning conditions and progress of detailed design works. It is anticipated that works on the site will operate from 08:00 – 18:00 Monday – Friday, 08:00 – 14:00 on Saturdays and Sunday by arrangement. It is not anticipated that any works will be undertaken on Bank Holidays.

3.2 Programme of Works

The proposed programme of works will be broken down into the following stages.

- Site Set-up and Enabling Works;
- Site Clearance Works;
- Building Works;
- Mains Service Works;
- Commissioning Works; and
- Completion and De-mobilising Works.

The final detailed programme of works would be attached to the construction site file.

3.3 Health and Safety

The CDM regulations are designed to promote a systematic approach to the management of health and safety to reduce the incidence of accidents and occupational ill-health arising from construction work.

The applicant understands the importance and key role it has to play in order to ensure that the work carried out is conducted with proper regard to health and safety of workers and others who may be affected by such works.

The appointed contractor will manage all construction work in accordance with all relevant statutory regulations including the CDM regulations and to discharge its duty as the principal contractor in accordance with the prescribed duties, and with all duties relating to safety on construction sites, and also in the spirit of the regulations with the general principles of prevention being applied.

Site safety will be discussed daily and will be an agenda item at all site meetings. The contractor will communicate all site management directives, to all operatives during the site meeting and/or noticeboard, including:

- Site safety will be discussed at all site meetings;
- Noticeboard displays;
- Displayed site rules;
- Toolbox talks as and when required;
- Safety signs and notices; and
- Emergency procedures in the plan (emergency contact numbers).

3.4 Hazardous Substance Management

Construction works will involve potentially polluting materials being brought onto the site, including fuel and hydraulic fluids.

The following industry best practice measures will be implemented to avoid spills:

- No fuel storage on-site such that a spill could run into the site drainage;
- No overfilling of fuel tanks;
- Keep an inventory of all hazardous substances in a COSHH register;
- All storage tanks containing liquids to be within bunded areas to ensure that no spillage into a water course is possible; and
- Use of plant with an up-to-date maintenance record, especially with respect to hydraulics.

4 Construction Traffic Management on Site

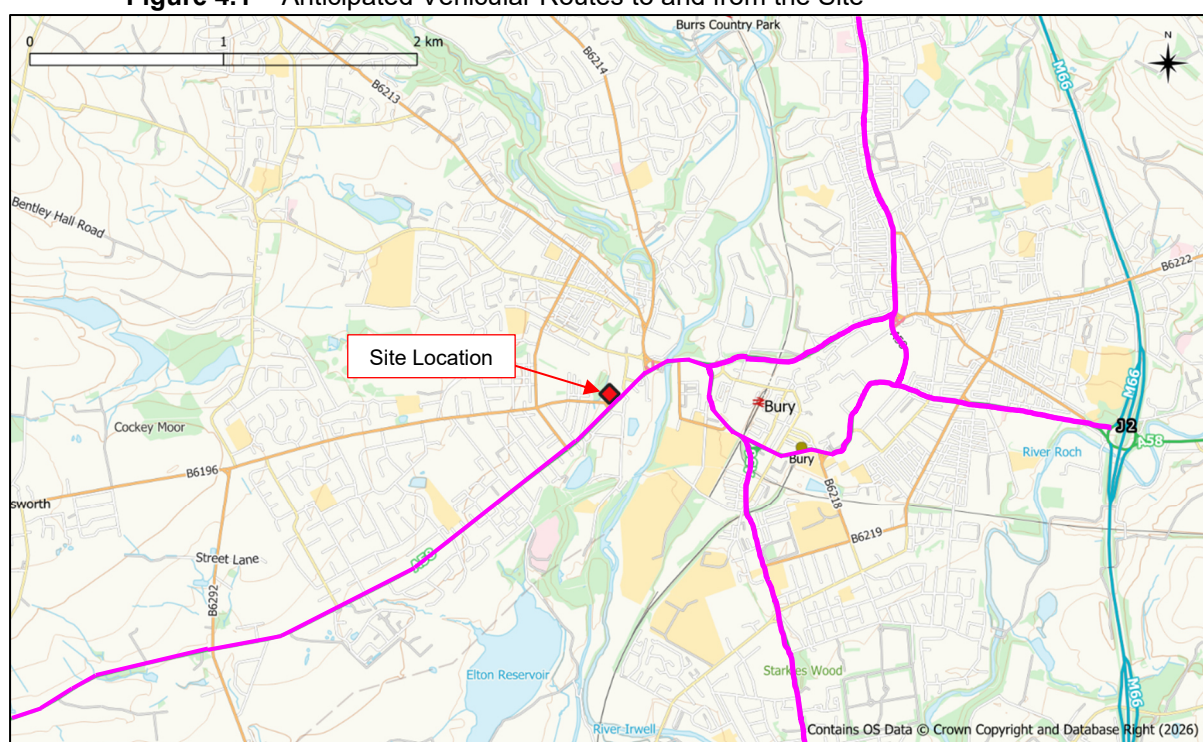
4.1 Site Access and Expected Delivery Routes

It is proposed that the material and plant deliveries to the site will originate from either the east or west of the site, using the A58 Rochdale Road or A58 Bolton Road, respectively. Vehicles will then continue towards the site via Waterloo Street / Wood Street and Victoria Street, as shown in **Figure 4.1**.

The below routes have been suggested to ensure material and plant deliveries make use of more direct routes, limiting the number of vehicles passing through residential areas and utilising smaller roads.

It is noted that the existing retail park already receives regular HGV deliveries, and that the routes indicated below utilise the local A-road network to ensure that all routes are suitable for HGVs. Drivers will be required not to deviate from these routes, ensuring that no smaller local roads are affected.

Figure 4.1 – Anticipated Vehicular Routes to and from the Site



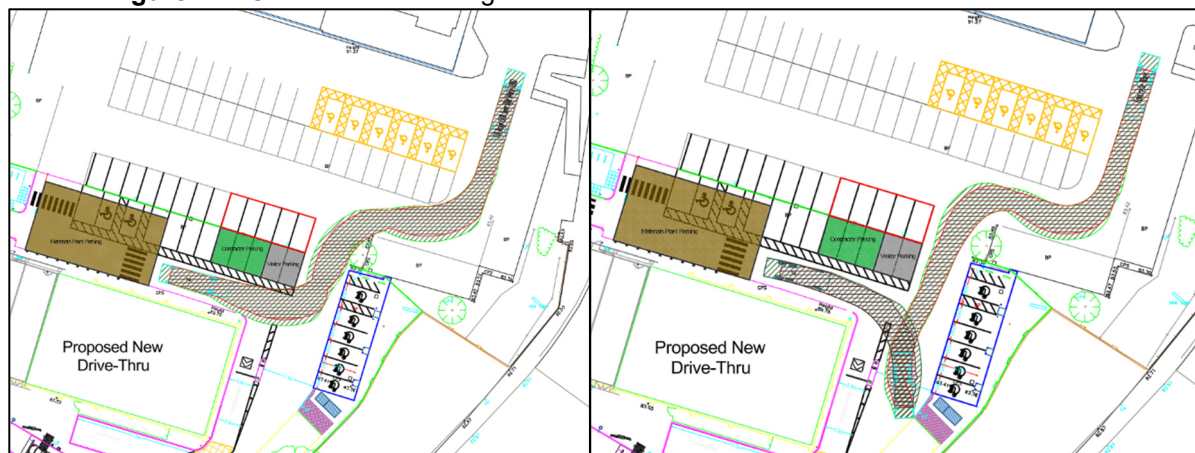
All vehicle access and egress of the site will be taken via the existing main access point off Victoria Street to the east of the site, where internal access routes will be utilised through the site to allow movement of large vehicles and infrastructure in all weathers. A banksman will be employed by the contractor to ensure the safe access and egress of construction vehicles to the site.

4.2 Site Arrangements

A plot of land within the site will serve as the site compound for the works. This will be used for the storage of machinery and plant for the duration of construction. The appointed contractor will confirm arrangements for the site compound and parking of plant machinery.

A temporary car park will be provided within the site compound, where it is envisaged that parking will be confined within the site, and no unnecessary parking will occur on the local highway. An extract of the proposed parking plan and swept-path analysis of a 10m rigid vehicle is shown in **Figure 4.1**.

Figure 4.1. Construction Parking Plan



A total of five parking spaces would be provided along the frontage of the construction site, with an additional five spaces allowed for within the wider retail park, shown in red on the image.

Information provided by the contractor suggests that there would be no more than around 20 staff on site at any time during the construction phase. A local-based workforce where possible or utilise an existing team that will stay in accommodation together nearby, with staff travelling to site together and reduce the number of vehicles on the local highway network and parked on-site, though there would still remain sufficient parking provision on the site to cater for a 1.5 persons per vehicle occupancy.

The developer will ensure that the contractor confirms that all materials, storage facilities, welfare facilities, waste skips and plant will be stored off the highway.

Deliveries of materials and plant to the site will be coordinated and supervised over by the appointed Site Manager. This supervision will include establishing estimated time of arrivals for deliveries to ensure access is available for delivery vehicles.

The contact details of the Site Manager will be prominently displayed around site for all staff, contractors and visitors to see and be included in the construction site file. The name of the Site Manager is yet to be confirmed at this stage but will be finalised before construction on-site commences.

It is understood that there will be attempts made on site to ensure that deliveries do not overlap to allow for clear delivery slots and mitigate the chance of multiple deliveries arriving to site at any one time.

In the event of multiple deliveries to site, it is proposed that deliveries and vehicles will be held within a proposed delivery holding area within the site ensuring vehicles do not impede the highway.

All deliveries will be overseen by the Site Manager, and a suitably appointed banksman will be available at all times to monitor construction traffic movements to and from the site.

Wheel wash facilities will also be provided which will consist of a jet wash with bowser, stored on site, to be operated by personnel appointed by the Site Manager. It will be ensured that all vehicles are appropriately cleaned prior to departing the site, ensuring that the adjacent highway is kept clean from any materials on the construction site area.

4.3 Expected Construction Vehicles

Full details of the anticipated construction vehicle fleet that will operate on site are not yet available as confirmation of the final build programme is yet to be signed off. At this stage, it is anticipated that during the construction works the following types of plant will be present on site in addition to construction worker vehicles and the provision of:

Anticipated Types of On-Site Plant Equipment

- 20 Tonne 360 Degree Tracked Excavator;
- 13 Tonne Excavator;
- 6 Tonne Excavator;
- 120 Bowmag Roller;
- 5 Tonne Roller;
- Pilling rig; and

- Crane(s).

Off-Site Plant – Deliveries and Removal

- Tipper lorries;
- Low-loader type articulated lorries; and
- Various other delivery vehicles.

All deliveries will be overseen by Banksman at all times upon arrival at site. Deliveries would be timed to arrive during working hours, typically outside of peak times on the highway network.

It is anticipated that on a typical day, there would be around two vehicle arrivals and departures from the contractor team, three vehicle arrival and departures from the sub-contractor team, one potential vehicle arrival and departure from the contracts manager and around 2 deliveries per day. This would result in around eight vehicle arrivals and departures on the site on a typical day. It is noted that during the initial works, around 20 trips per day would be anticipated for site clearance.

In the event of any abnormal loads requiring access to the site, a standard procedure would be followed. The arrival of these types of plant would be planned in conjunction with BC and would be appropriately marked and escorted to/from site.

The development will seek to utilise a local-based workforce where possible or utilise an existing team that will stay in accommodation together nearby, with staff travelling to site together and reduce the number of vehicles on the local highway network and parked on-site.

The appointed contractor will be expected to provide details of estimated construction vehicle trip generation for plant, deliveries and staff in advance of construction.

4.4 Traffic Management

Prior to the construction starting traffic signage will be put in place at the site access for the following:

- Caution signs warning of works access ahead on Victoria Street and within the existing retail park;
- Signage denoting the construction traffic access to ensure deliveries do not arrive at or obstruct neighbouring properties.

The signage will remain in place for the duration of the construction period.

Notifications prior to the commencement of works will be displayed at/adjacent to the site, in the vicinity of the access, advising neighbours in advance of works taking place.